Baffinland Iron Mines Corporation

October 31, 2023
Project #: OMGM2212-23

Annual Geotechnical Inspections – 2023 Report 2.

APPENDIX "B" – Milne Inlet Port Site - Photographs

Figure 52 to Figure 91

Aerial view of Milne Inlet Port – September 2, 2023

Table of Contents

Page

3.0 Milne Inlet Port Site

3.1 Hazardous Waste-Cell Berms - (HWB-1 to HWB-4)

a) HWB-1

Figure 52: View of the stable berm around the lined HWB-1 cell.

Figure 53: View of the sump and emergency spillway at the back of the HWB-1 cell with stable berms.

b) HWB-2

Figure 54: View of the former, now decommissioned, HWB-2 cell, with only a couple of empty containers stored on the top of clean sand and gravel fill pad. No hazardous waste is stored in this cell.

c) HWB-3 and HWB-4 Twin Cells

Figure 55: View of the well-maintained HWB-3 cell (right) with stable berms, containing fuel barrels. The interior subgrade of the cells has been regraded recently using clean sand and gravel fill.

Figure 56: Recently improved (raised) berm at the HWB-4 cell, storing jet fuel and shipping containers. Note the improved granular base within the cell, protecting the liner.

3.2 MP-01A Pond

Figure 57: View of the robust, stable berms and intact liner at the practically empty MP-01A pond.

3.3 MP-03 Fuel Tank Farm

Figure 58: View of the well-maintained stable berms around the lined MP-03 fuel tank farm. The ponding water indicates good liner performance.

Figure 59: View of a pile of fill in the western part of the MP-03 fuel farm. Based on site information, this material was part of the granular base within the cell and potentially contaminated. Hence, it should be left in place at its current location within the lined facility.

3.4 MP-04 and 04A Land-farm and Contaminated Snow Disposal Cell

Figure 60: View of stable berm around the MP-04 land-farm, with ponding water in one corner of the cell. In addition to the buried waste, shipping and plastic containers are stored in the cell.

Figure 61: View of the lined MP-04A contaminated snow disposal cell with stable berms. The ponding water (melted snow) indicates good liner performance.

3.5 Surface Water Management Ponds and Ditches (Pond #3, MP-05, and MP-06 Pond)

a) Surface Water Management Pond #3

Figure 62: View of surface water management pond #3, with lined, stable berms.

b) MP-05 Surface Water Management Pond

Figure 63: View of the robust, stable berms and intact liner at the MP-05 pond.

Figure 64: View of the inlet channel to the MP-05 pond. The previously damaged liner has been repaired.

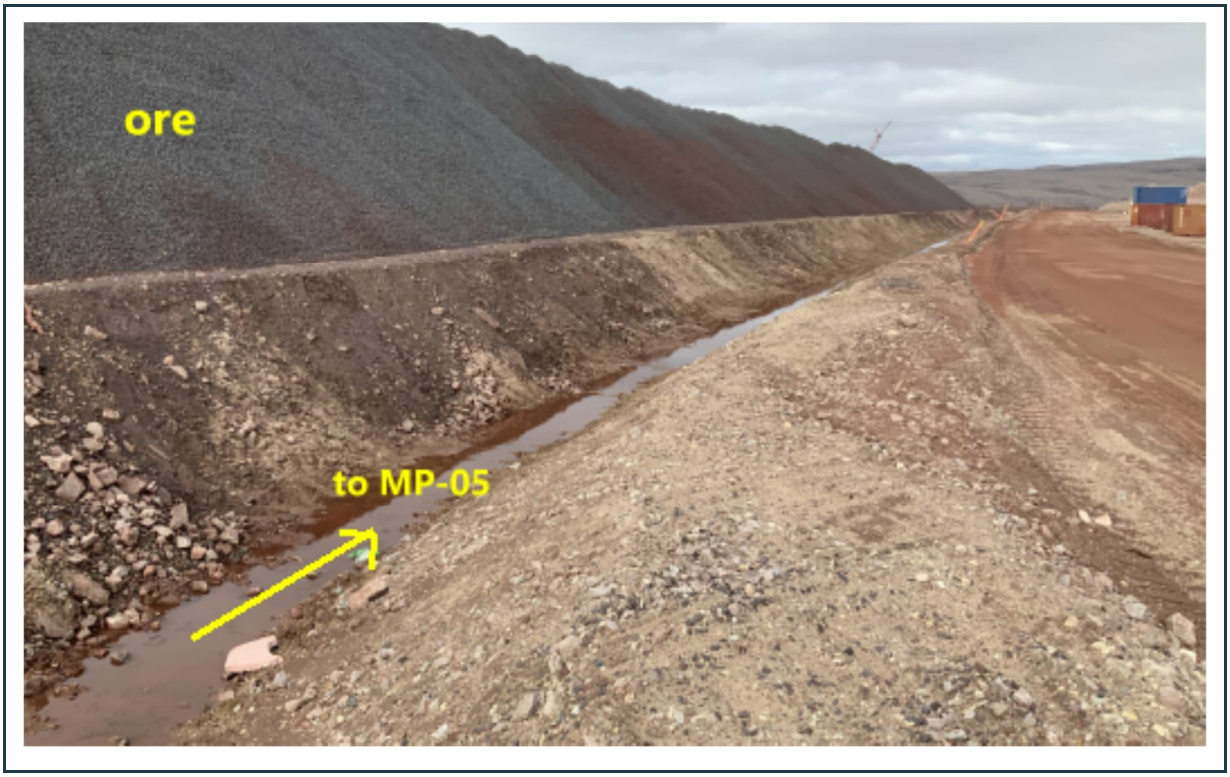

Figure 65: View of the “east” surface water collection ditch adjacent to the ore storage, draining to the MP-05 pond.

c) MP-06 Surface Water Management Pond

Figure 66: View of the lined MP-06 pond with robust, stable berms.

Figure 67: View of the lined MP-06A overflow pond with robust stable berms.

Figure 68: View of the "west" surface water collection ditch adjacent to the ore storage, draining from pond #3 to the MP-06 pond.

3.6 Q01 rock quarry

Figure 69: View of the stable rock face with some weathering and bench erosion in the Q01 rock quarry. Currently there is no activity in this quarry.

Figure 70: View of ponding water across the lower level of the Q01 rock quarry. The drainage problem should be rectified prior to restarting the operation in the quarry.

3.7 Surface Water Collection Ditches (P-SWD-3, P-SWD-5, P-SWD-6, P-SWD-7, W3/W14, 380-Person Camp, and PSC Ditches)

a) P-SWD-3 (south side of the LP2 laydown area)

Figure 71: View of the southern section of the P-SWD-3 surface water collection ditch with failed slope sections, and ponding water due to inadequate longitudinal channel slope.

Figure 72: View of the northern section of the P-SWD-3 surface water collection ditch with failed slopes and ponding water. The ditch should be reconstructed with flow direction shown in the image.

Figure 73: View of the culvert in the P-SWD-3 ditch with its invert above the invert level of the ditch. The culvert should be removed and then reinstalled during the rehabilitation of the ditch.

b) P-SWD-5 (next to the Q01 rock quarry)

Figure 74: P-SWD-5 – "Q01-North" surface water collection ditch with missing riprap at one section of the ditch. Note the continuous seepage from the granular fill of the quarry's lower level.

c) P-SWD-6 (south of the Q01 rock quarry)

Figure 75: View of the P-SWD-6 surface water collection ditch. No water is drained from the quarry in this ditch with its invert level constructed above the lower level of the quarry.

Figure 76: View of a side-valley near the south-west corner of the quarry (see also the red rectangle in Figure 10 of the report). This valley should be “upgraded” to drain the collected surface water from the quarry to the side ditch of the tote road and then to the W3/W14 ditch.

d) P-SWD-7 (ditch and culverts adjacent to the new freight dock)

Figure 77: View of the P-SWD-7 surface water collection ditch and culverts (inlet).

Figure 78: View of the well-maintained P-SWD-7 surface water collection ditch and culverts (outlet).

e) W3/W14 (surface water collection ditch)

Figure 79: View of the W3/W14 surface water collection ditch with crushed rock riprap slope protection. The area around the culvert's inlet still requires the placement of geotextile and riprap.

f) 380-Person Camp (surface water collection ditch)

Figure 80: View of the south section of the 380-Person Camp surface water collection ditch.

Figure 81: View of the east section of the 380-Person Camp surface water collection ditch. The clogged culvert in the ditch has been cleaned.

g) PSC (new surface water collection ditch)

Figure 82: View of the “west end” of the PSC surface water collection ditch (red circle in Figure 7). Note the localized slope degradation due to frequent water seepage from the granular fill of the LP-2 laydown pad (yellow circle here). The culvert shown in the image can be removed.

Figure 83: View of the unfinished “east end” of the PSC surface water collection ditch (also shown by the green circle in Figure 7). Riprap and a check dam should be installed at this section if the ditch.

3.8 Tote Road Ditch and Culverts

Figure 84: View the inlet of twin culverts draining surface water from the P-SWD-6 ditch under the road.

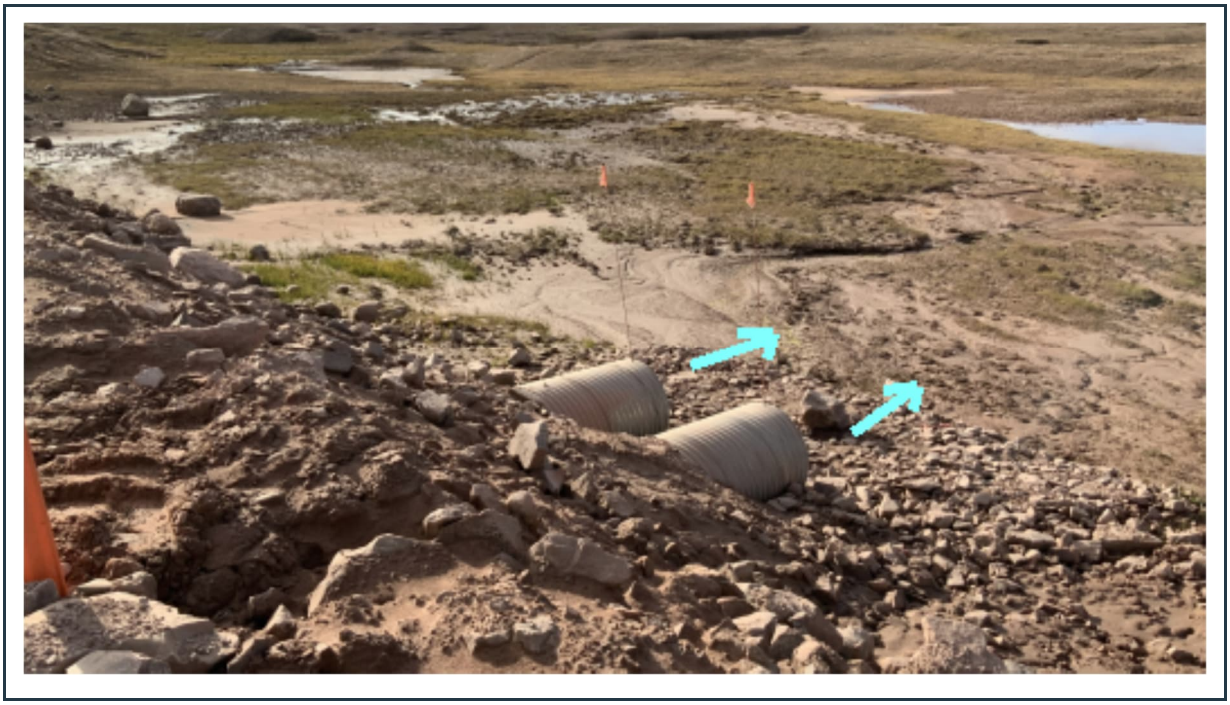

Figure 85: View of twin culverts, draining surface water from the P-SWD-6 ditch under the road (outlet).

3.9 Effluent Discharge Pipe and Slope

Figure 86: View of the end of the water discharge pipe (blue arrow) and a nearby culvert (yellow arrow) draining water to the same valley (see the next image below).

Figure 87: View of the “valley” at the front of the water discharge area (blue arrow) and deteriorating (eroding) slopes. This section of the valley should be filled with rock fill, placed over geotextile.

3.10 LP-5 Storage Pad

Figure 88: View of the recently regraded LP-5 storage area.

3.11 Western Globe Fuel Module (WGFM)

Figure 89: View of the Western Globe Fuel Module (WGFM) north of the 380 Camp. No humps are visible at the entrance and exit points of the refueling station.

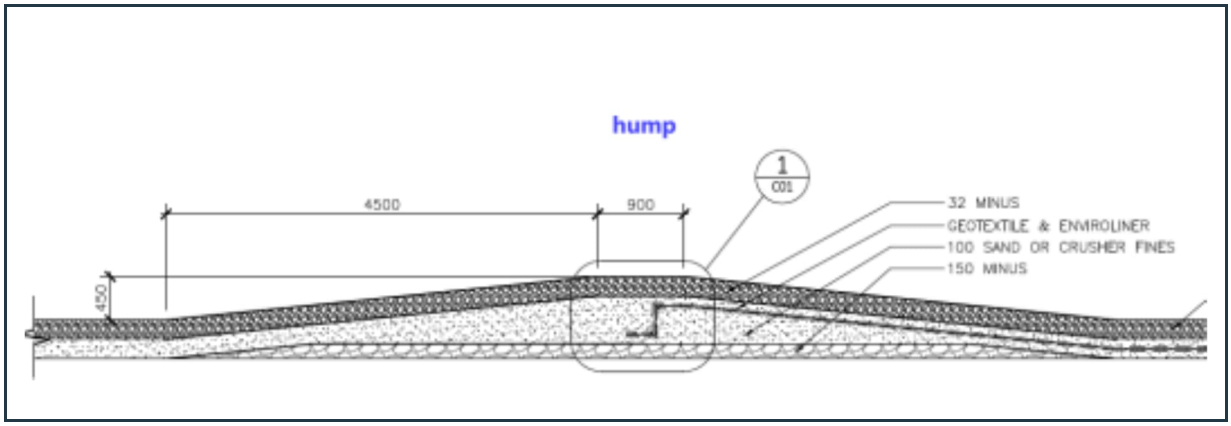

Figure 90: Section of 900 mm wide (at its crest) drainage control hump with 10H:1V slopes for the Western Globe Fuel Module (WGFM), specified by B.H. Martin Consulting Engineer and Architect, in June 2016. The humps should prevent oily surface water escaping the refueling area toward the entrance and exit zone of the WGFM.

Figure 91: The yellow lines indicate where the drainage control humps should be provided.